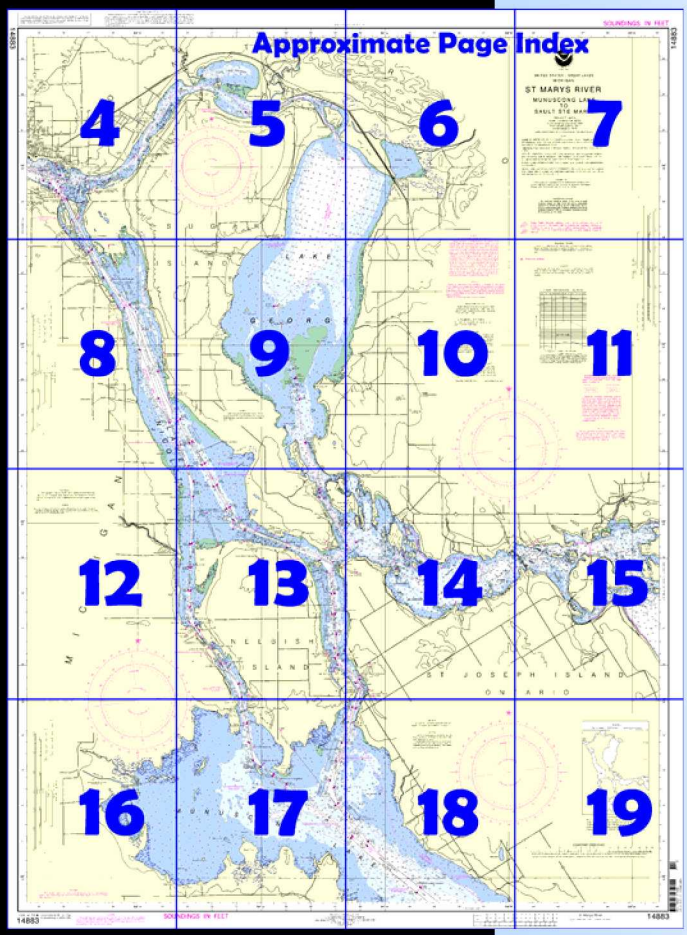
BookletChart™

St Marys River – Munuscong Lake to Sault Ste. Marie

(NOAA Chart 14883)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

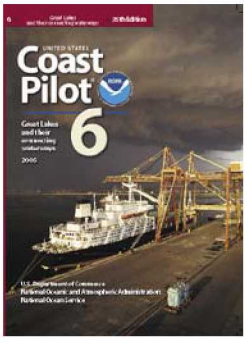
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 12 excerpts]

(2) **St. Marys River** forms the outlet of Lake Superior, connecting it with Lake Huron. From Whitefish Bay at the SE corner of Lake Superior, the river flows in a general SE direction to empty into Lake Huron at Point De Tour, a distance of 63 to 75 miles depending on the route traveled.

(6) After passing through De Tour Passage, the river turns NW and widens. Between Black Rock Point and the S end of St. Joseph Island, the river extends across the mouth of Potagannissing Bay. From Old Fort St. Joe Point at the S end, the river extends along the W side of St. Joseph Island for about 19 miles to **Stribling Point** at the N end. About 3 miles NW of Old Fort St. Joe Point, the river narrows between **Hay Point** and **Point aux Frenes, Munuscong Lake** is the widening in the river between Point aux Frenes and the foot of Neebish Island, about 8 miles N.

(7) **Neebish Island,** about 8 miles long and 4 miles wide, is in midriver opposite the N end of St. Joseph Island. Narrow channels lead around either side of the island. **Sugar Island,** just N of Neebish Island, is about 15 miles long N and S and has a maximum width of about 8 miles at the N end. **Lake George** separates the E side of the island from the Ontario mainland, and **Lake Nicolet,** through which flows the main channel of the river, is W of the island. A narrow channel leads from the N end of Lake George around the N end of Sugar Island and joins with the channel that leads N from Lake Nicolet.

(58) **Munuscong Lake** is a widening in St. Marys River from Point aux Frenes upstream to Neebish Island. **Lower Course 8,** upbound and downbound, leads from the turn at Point aux Frenes NW for 4.6 miles through Munuscong Lake. The depth in the channel is 28 feet. The channel is marked at the lower end by a **128**° lighted range on **Hay Point.**

(59) Near the middle of Munuscong Lake, at the upper end of Lower Course 8, the dredged channel of the St. Marys River divides to lead around either side of **Neebish Island.** The upbound channel leads generally N between the E side of Neebish Island and St. Joseph Island, thence WNW between the N side of Neebish Island and the S end of **Sugar Island,** thence N again in Lake Nicolet to the junction with the downbound channel. The channel is about 17.5 miles long between the junctions with the downbound channel. The courses through this stretch are well marked by lighted and unlighted buoys and ranges.

(61) **Course 9** leads 3.6 miles NNE to **Johnson Point** on the SE side of Neebish Island. The E side of the channel has a depth of 21 feet for a width of 200 feet. The W side has a depth of 27 feet for a least width of 300 feet. The W side of the channel is marked by a **017**° lighted range at the upper end, and the E side is marked by an unlighted range.

(63) **Course 8** leads NW for 1 mile from Johnson Point to **Mirre Point.** The NE side of the channel has a depth of 21 feet for a width of 400 feet, and the SW side has a depth of 28 feet for a least width of 600 feet. The deep side of the channel is marked by a **134°56'** lighted range at the lower end and a **314**° lighted range at the upper end.

(64) **Course 7, Munuscong Channel,** leads N for 3.2 miles from Mirre Point to **Stribling Point** (46°18.8'N., 84°06.9'W.), the NW point of St. Joseph Island. The E side of the channel has a depth of 21 feet for a width of 200 feet, and the W side has a depth of 27 feet for a least width of 300 feet. The E side of the channel is marked by a **177**° range at the lower end and a **357**° range at the upper end.

(69) **West Neebish Channel,** downbound, diverges from the upbound channel near the middle of Lake Nicolet and leads generally S for about 16.5 miles between the W side of Neebish Island and the mainland to the lower junction with the upbound channel S of Neebish Island in Munuscong Lake. The courses through this stretch are well marked by lighted and unlighted buoys, lights, and lighted ranges.

(72) **Course 6** leads SE from the head of the rock cut for 2.7 miles to a point about 0.5 mile N of **Sawmill Point.** The upper part of this course, through the cut, is bordered on either side by a vertical rock masonry wall marked by lights.

(74) **Course 7** leads S from the turn 0.5 mile N of Sawmill Point for 2.4 miles to **Moon Island.** The channel has a depth of 28½ feet and is marked by a leading light on the N end of Moon Island.

(76) **Course 4,** upbound and downbound, leads through the middle part of Lake Nicolet from the vicinity of **Ninemile Point** (46°23.6'N., 84°13.7'W.) NNW for 3.5 miles to **Six Mile Point.** The channel has a depth of 29 feet for a width of 1,500 feet. The upbound, E, side of the channel is marked by a **339½**° lighted range, and the downbound side is marked by a **160**° lighted range at the S end of Lake Nicolet.

(78) **Course 3** and **Course 2, Little Rapids Cut,** lead NNW from Six Mile Point for about 4.5 miles to the turn above Mission Point. The channel has a depth of 27 feet for a least width of 600 feet. A leading light on the W side of Sugar Island marks Course 3 downbound, and a **323.3**° lighted range at **Frechette Point** (46°27.5'N., 84°16.9'W.) marks Course 3 upbound.

Table of Selected Chart Notes

Pump-out facilities

Corrected through NM Dec. 27/03
Corrected through LNM Dec. 9/03

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

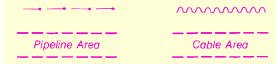
CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C

Lake George is marked by buoys. These buoys are not shown because they are frequently shifted in position and may be relocated without prior notiice.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Extreme Levels (Period of Record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and is considered equivalent to World Geodetic System 1984 (WGS 84) for practical plotting purposes. Positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Mary's River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste. Marie, MI KIG-74 162.55 MHz (Chan.WX-1)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

COPYRIGHT

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE B

The channel legend reflects the Corps of Engineers project depth. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys, and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when the gage below the locks reads 578.4 feet and Lake Huron is at elevation 577.5 feet.

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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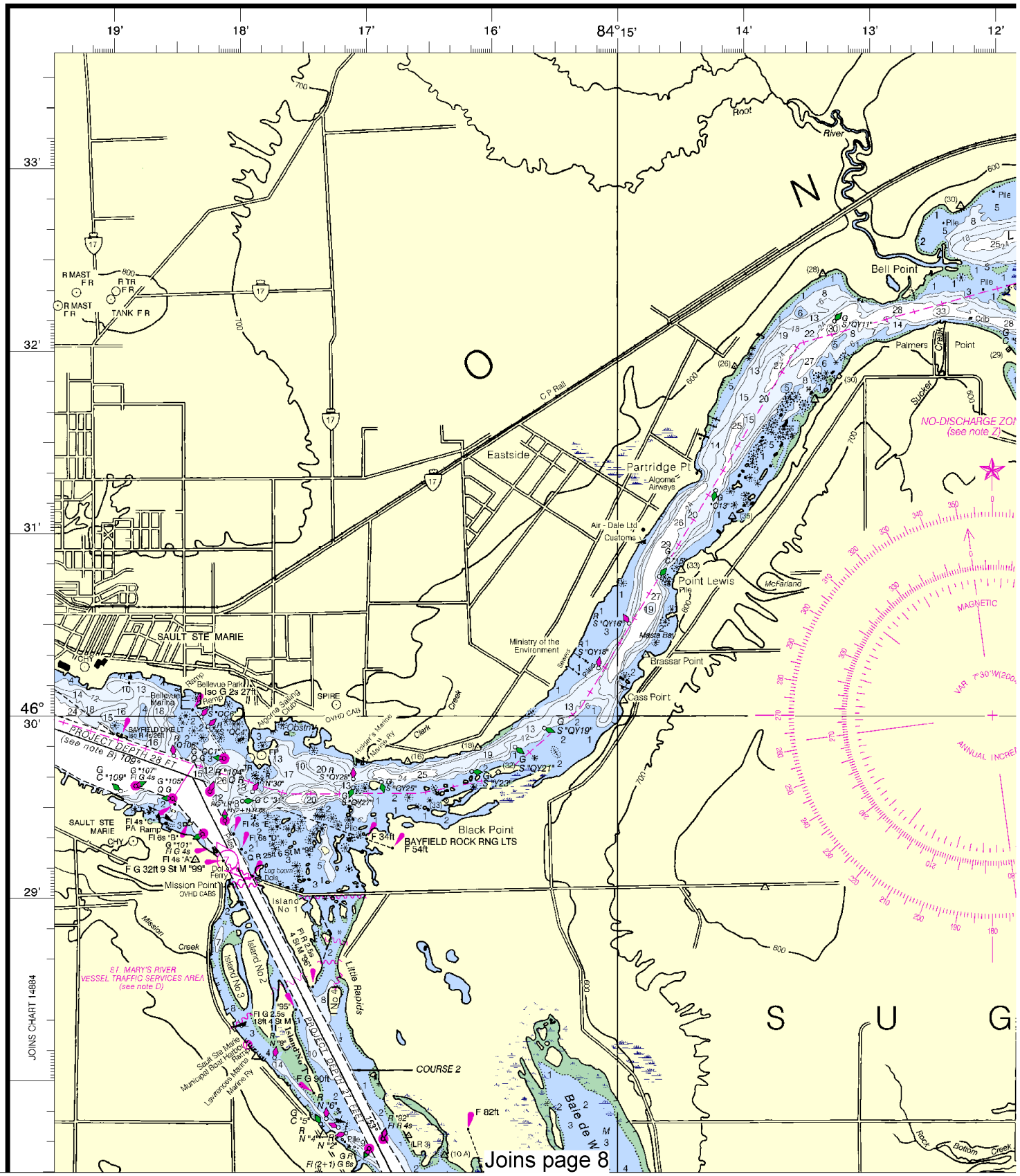


4

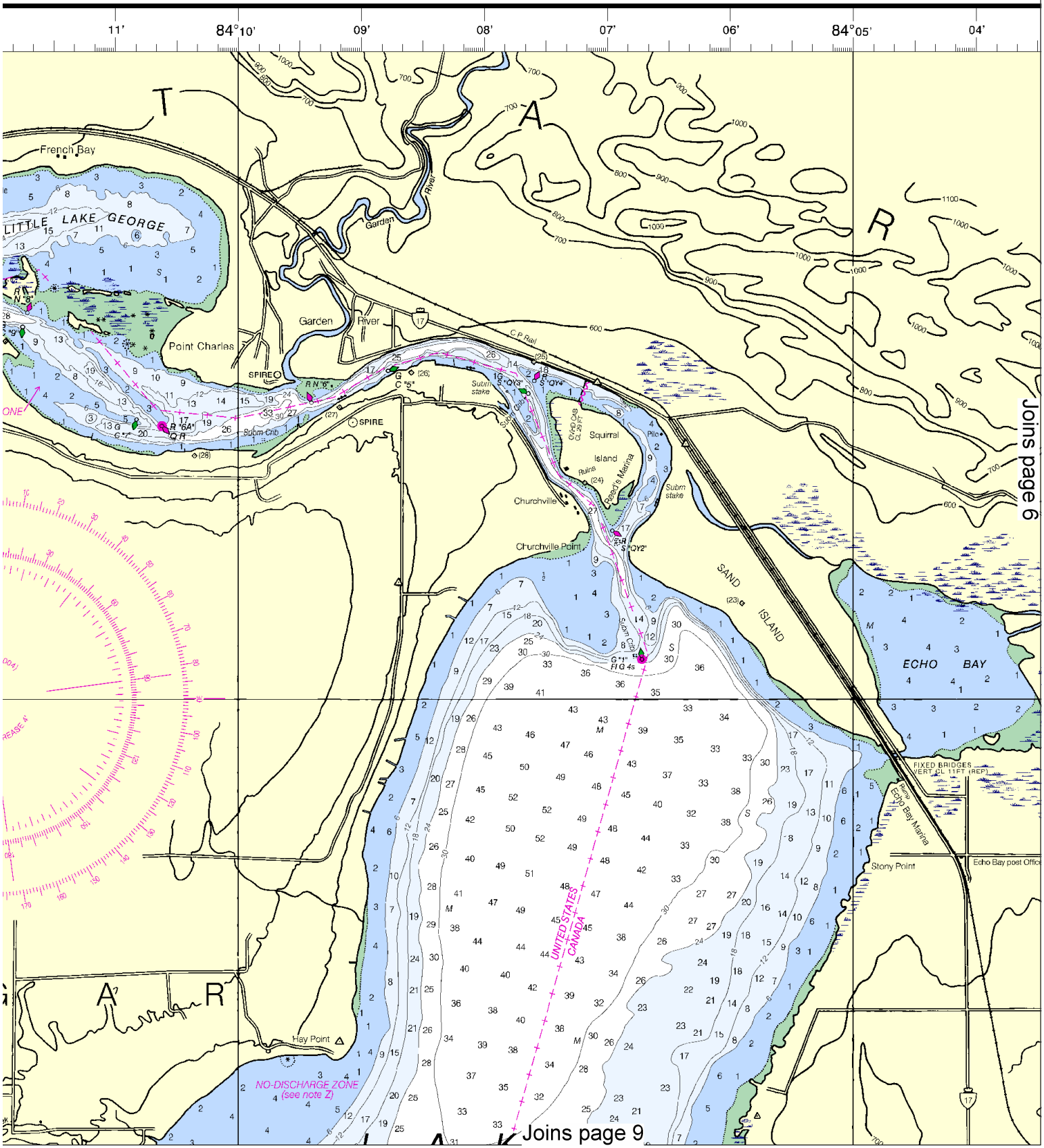
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

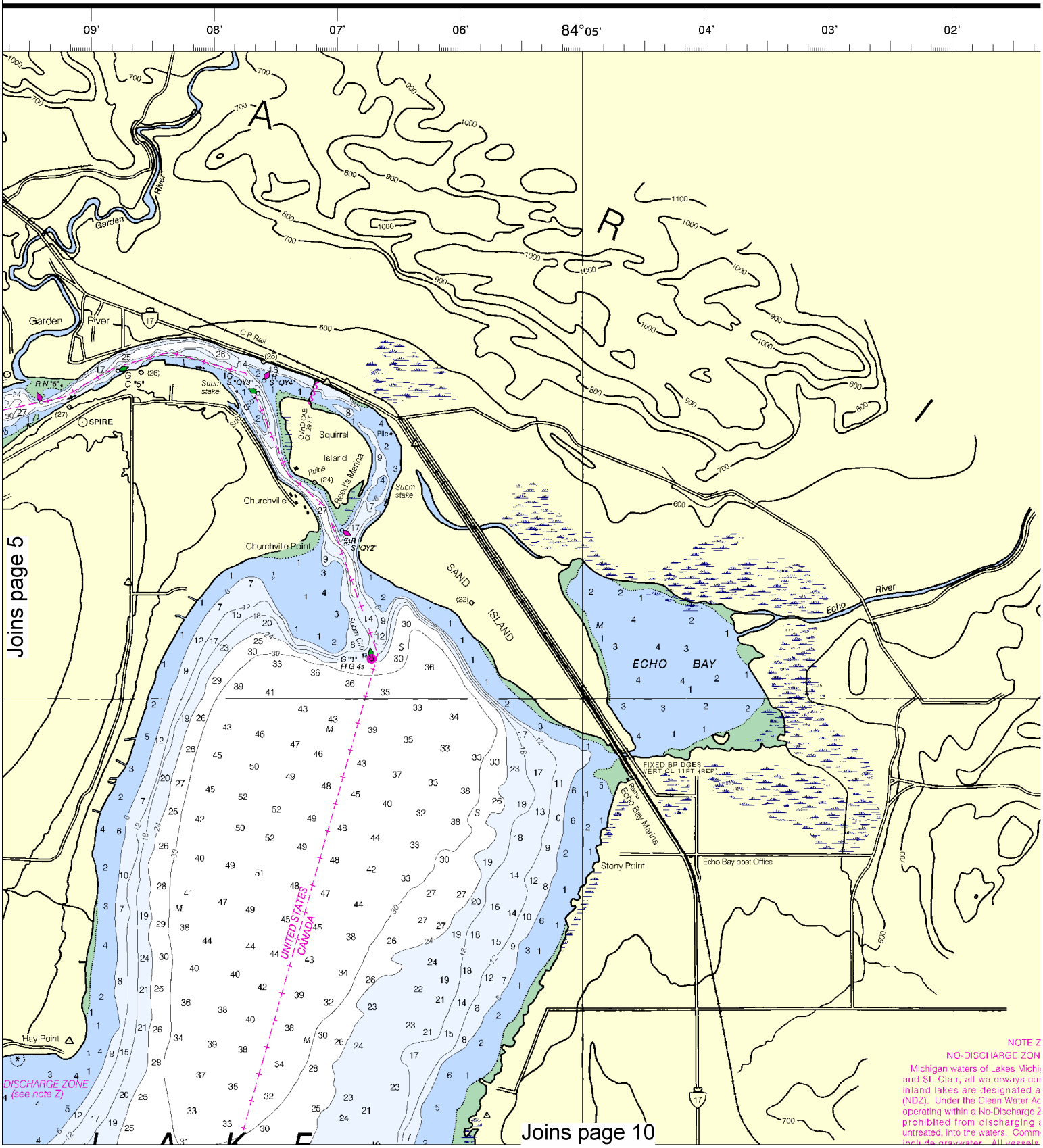
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly LS 62. 1st Ed., 1858 KAPP 1342



North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

SOUNDINGS IN FEET

14883

01' 84°W 59' 58' 57' 56' 83°55' 54'

33' 32' 31' 46° 30' 29' 28'

UNITED STATES - GREAT LAKES

MICHIGAN

ST MARYS RIVER

MUNUSCONG LAKE TO SAULT STE MARIE

Mercator Projection
Scale 1:40,000 at Lat. 46°20'
North American Datum of 1983
(World Geodetic System of 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

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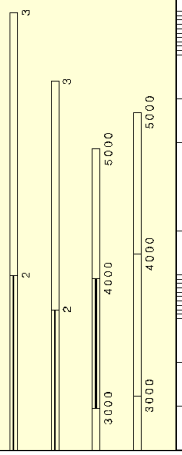
A Vessel Traffic Services calling-in point, arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

4A

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 11



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ONE, 40 CFR 140
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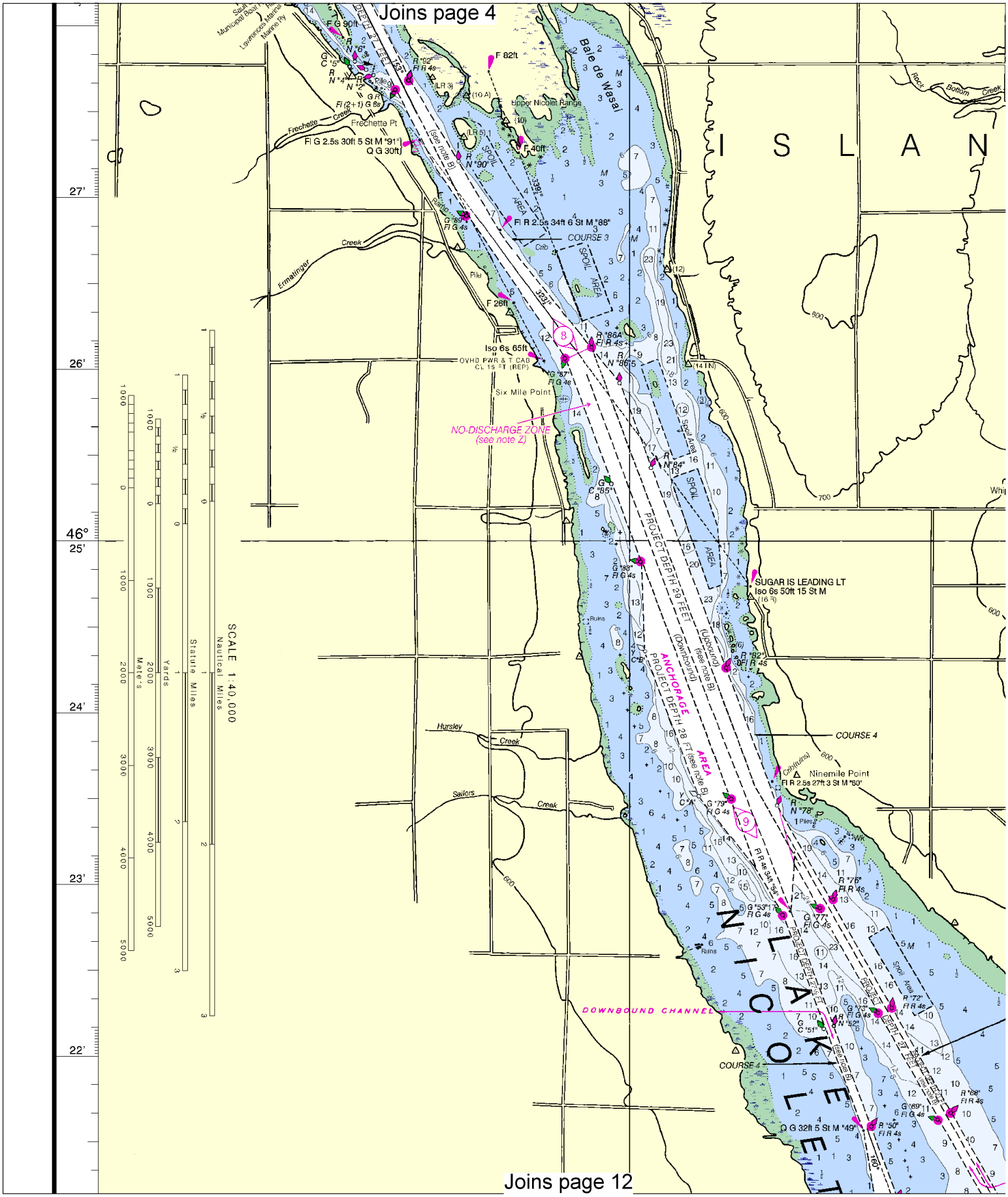
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.



8

North

Printed at reduced scale.

~~SCALE 1:40,000~~

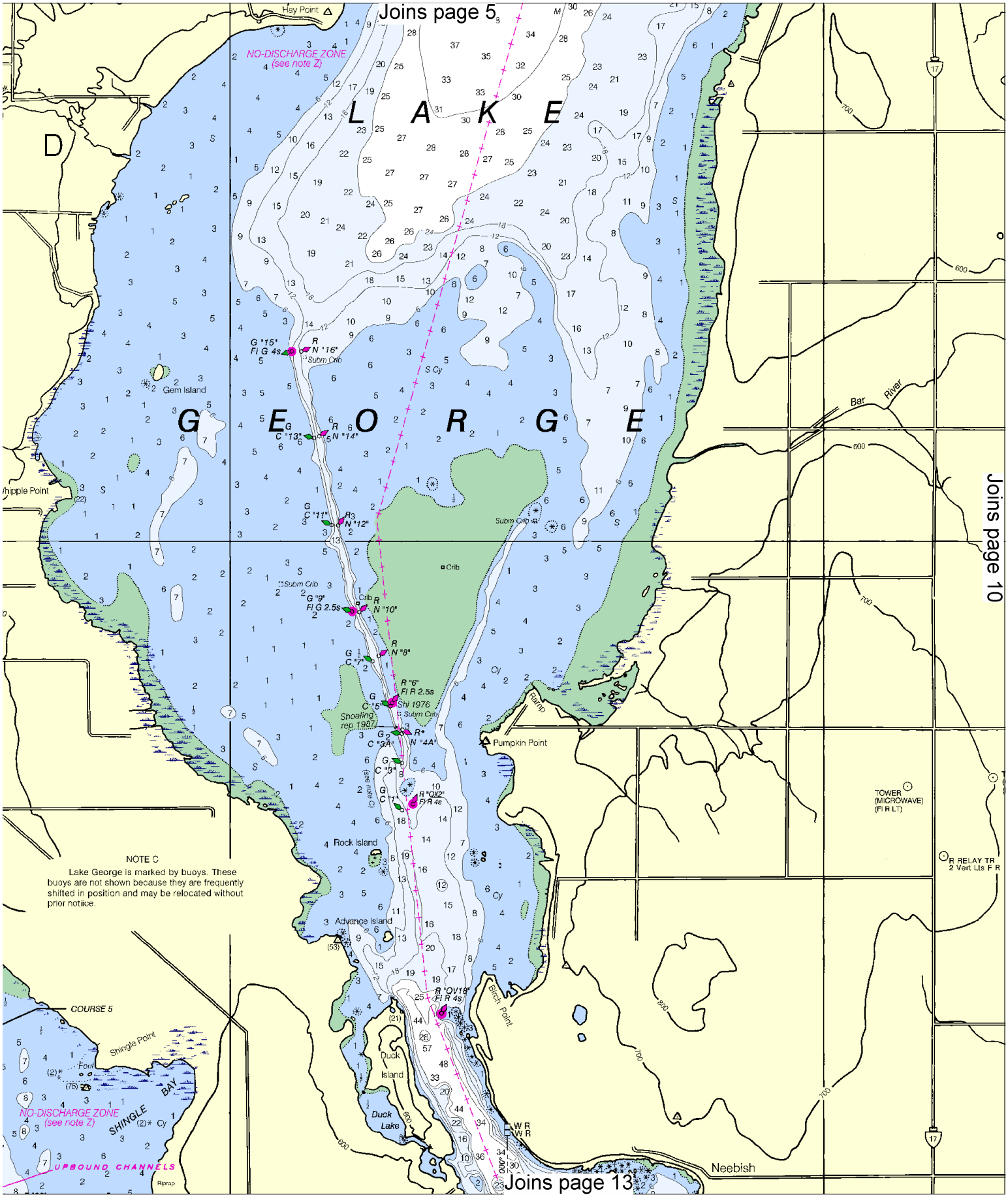
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Hay Point
NO-DISCHARGE ZONE
(see note Z)
L A K E
G E O R G E
D
Gem Island
Whipple Point
Bar River
Joins page 10
Subm Crib
Crib
Shoaling
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Pumpkin Point
Ramp
TOWER
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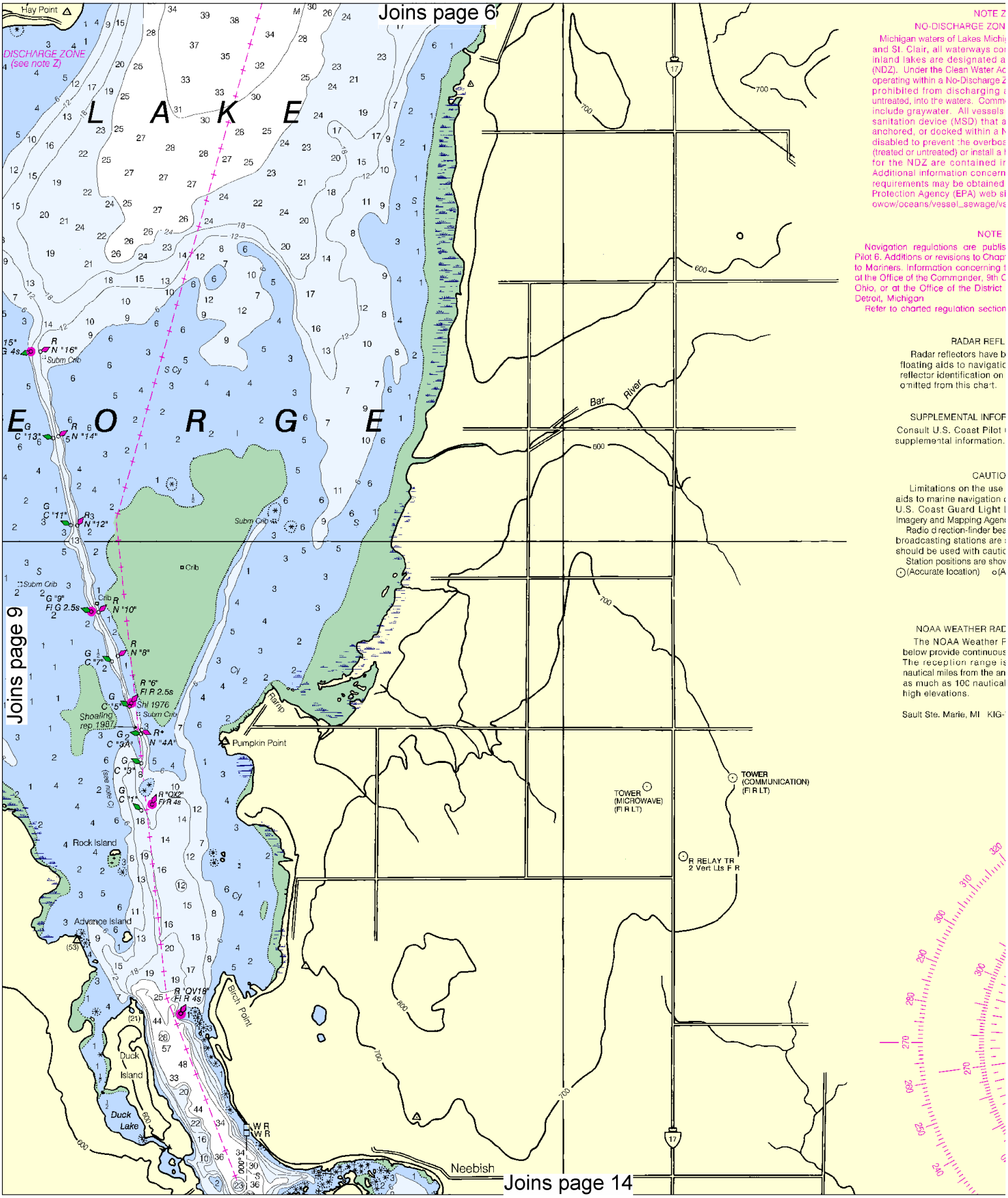
Rock Island
Advance Island
Birch Point
Duck
Island
Duck
Lake
Neebish
Joins page 13
COURSE 5
Shingle Point
Four
BAY
SHINGLE
UPBOUND CHANNELS
Riprap
NOTE C
Lake George is marked by buoys. These buoys are not shown because they are frequently shifted in position and may be relocated without prior notice.



North

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Nautical Miles

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Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7

E Z
ONE, 40 CFR 140
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/vsdnozone.htm .

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ELECTORS
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(Approximate location)

ADIO BROADCASTS
Radio stations listed
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is typically 20 to 40
antenna site, but can be
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G-74 162.55 MHz (Chan.WX-1)

POLLUTION REPORTS

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Pump-out facilities

CAUTION

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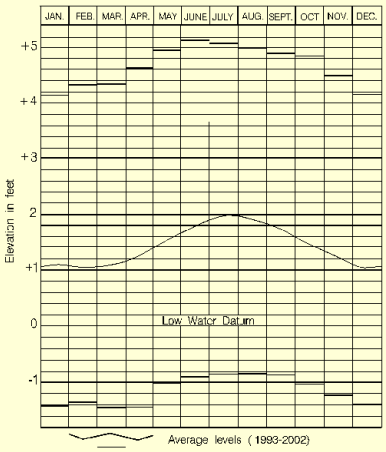
LAKE MICHIGAN - HURON



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SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters

28'
27'
26'
46°
25'
24'
23'
22'

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE D

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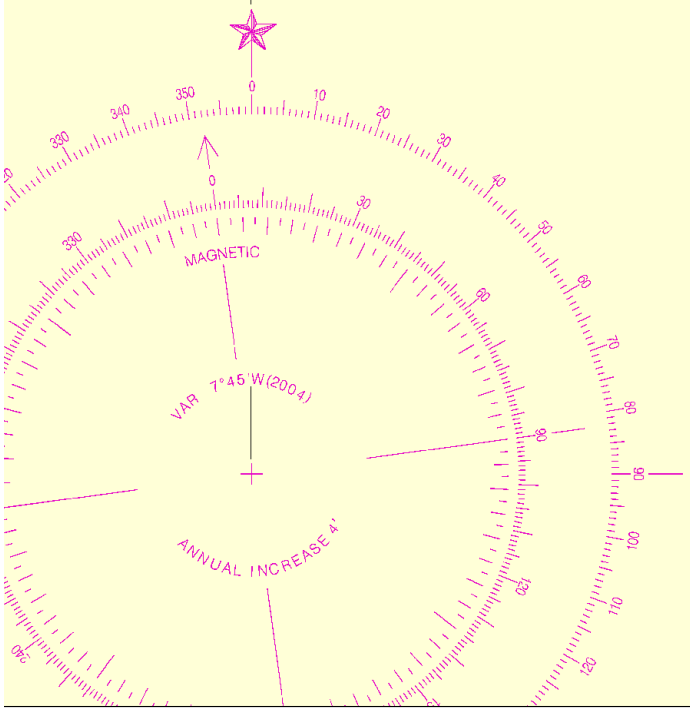
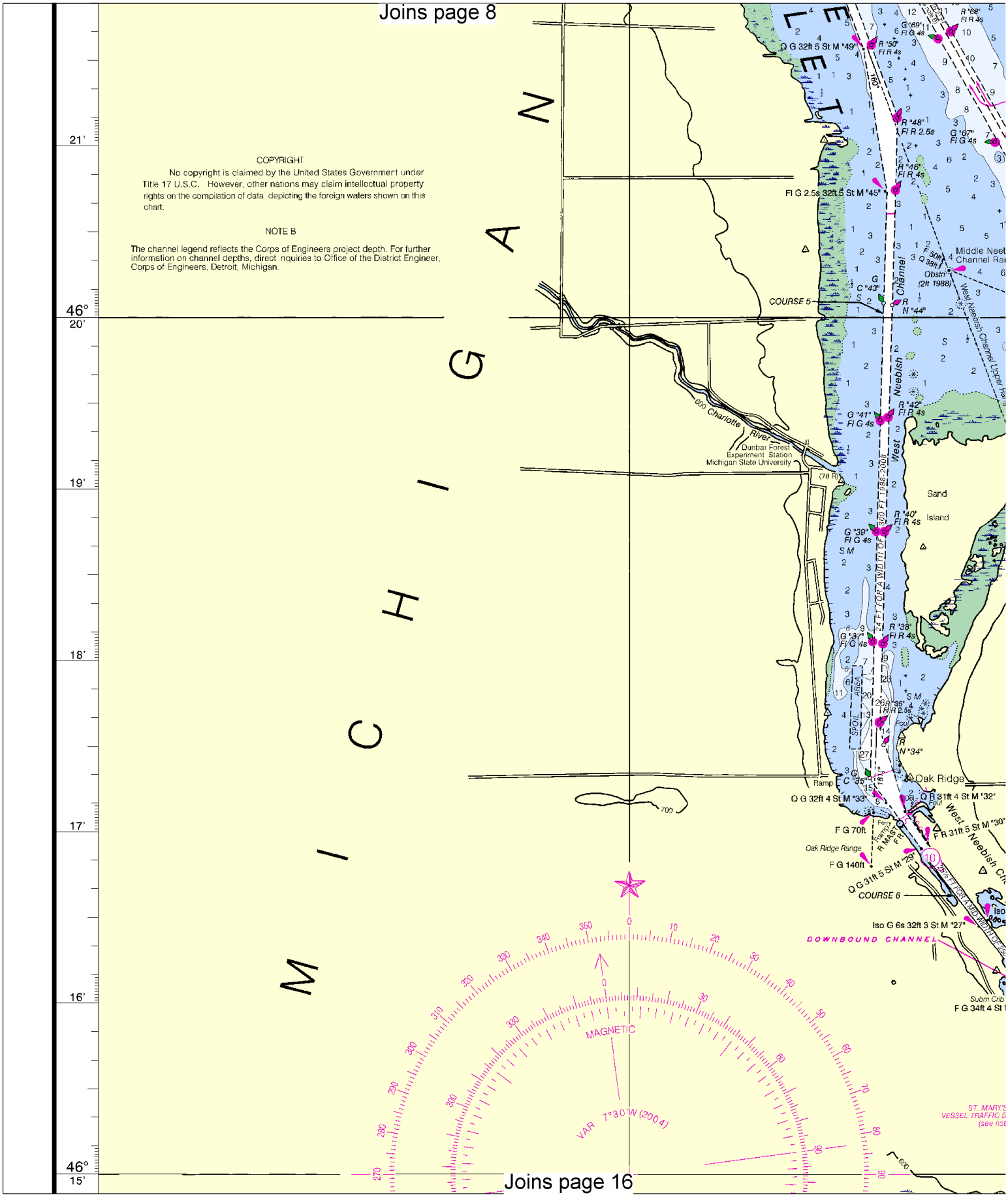


Joins page 15

Joins page 8



Joins page 16

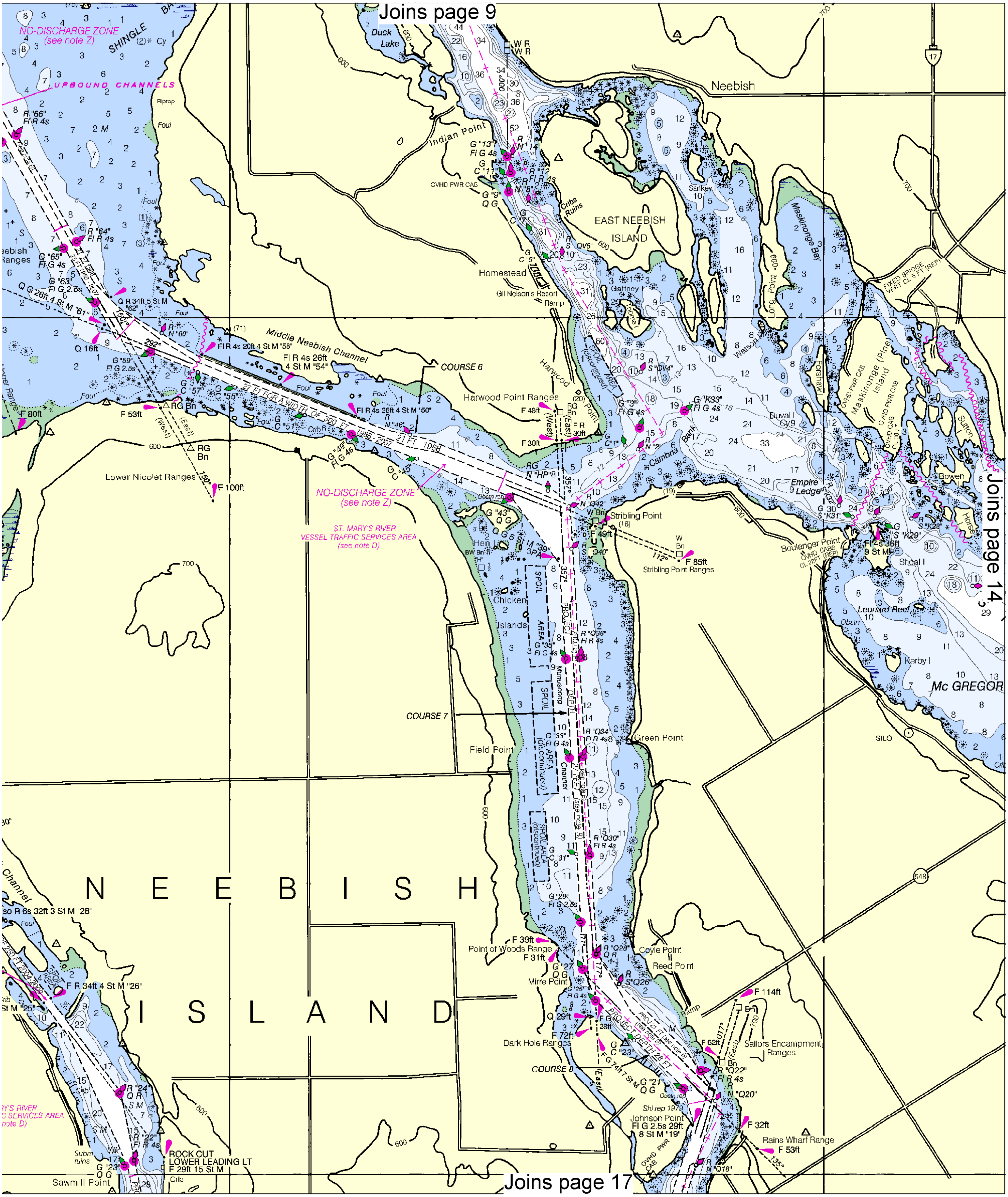
North

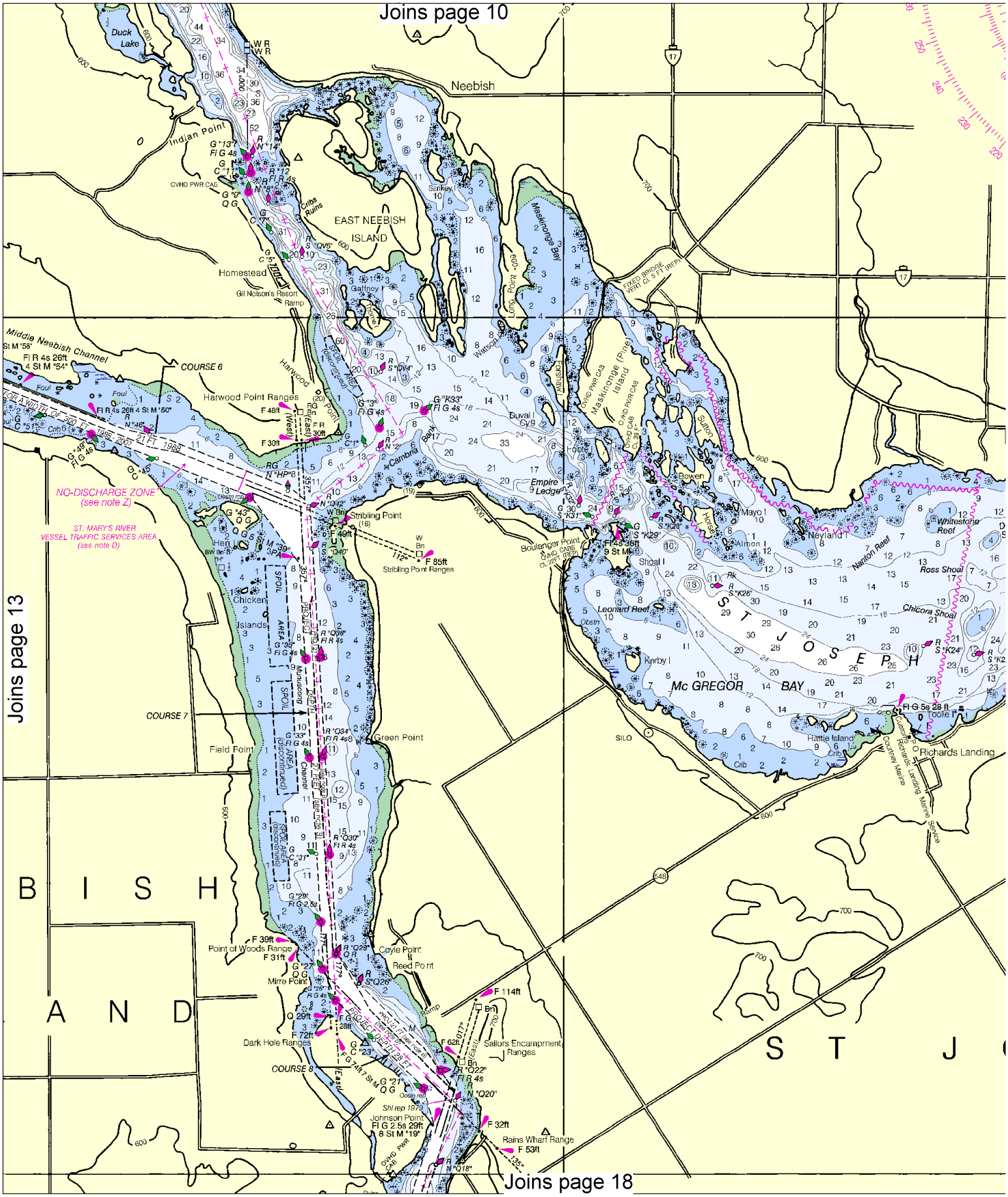
Printed at reduced scale. ~~SCALE 1:40,000~~

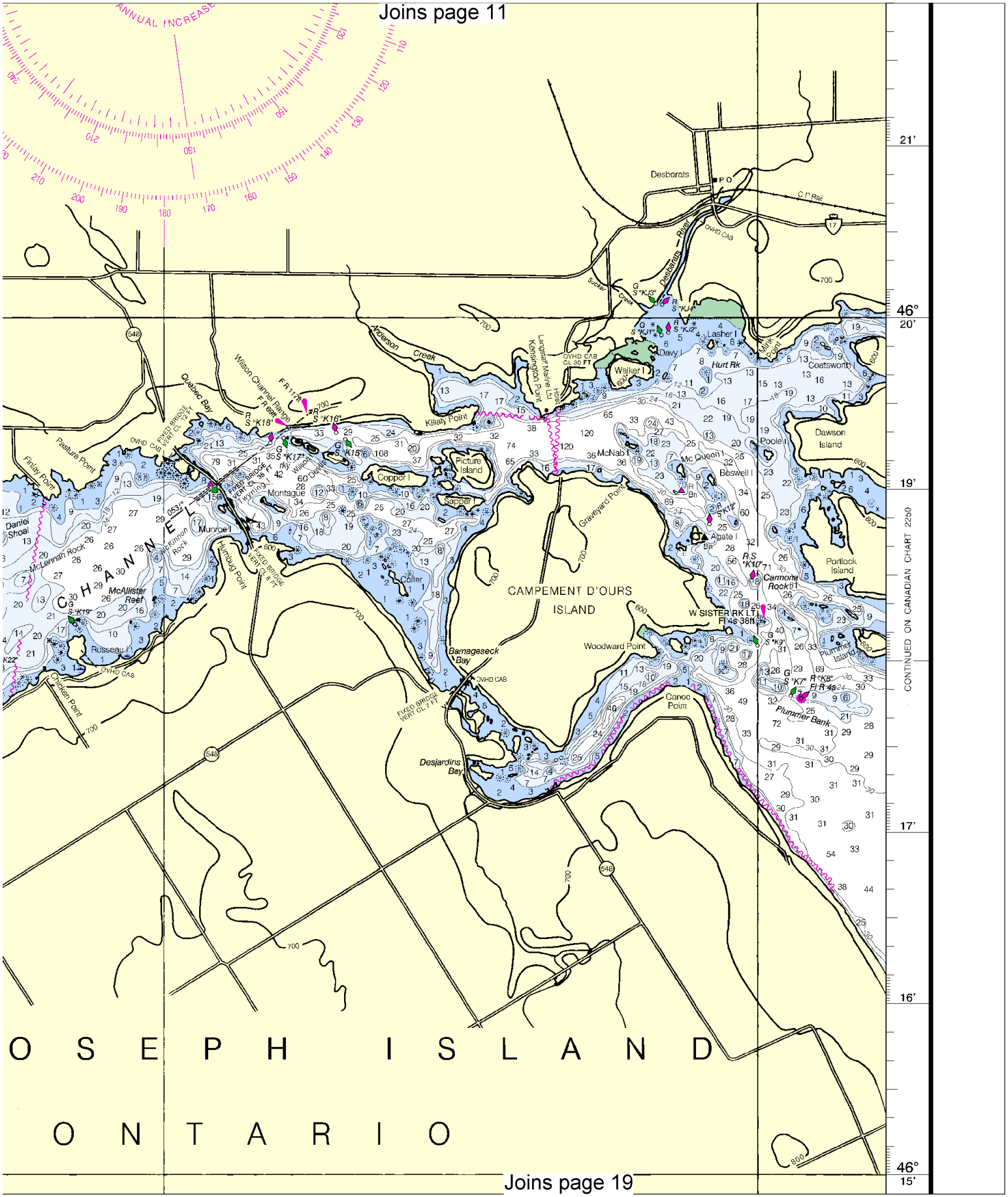
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

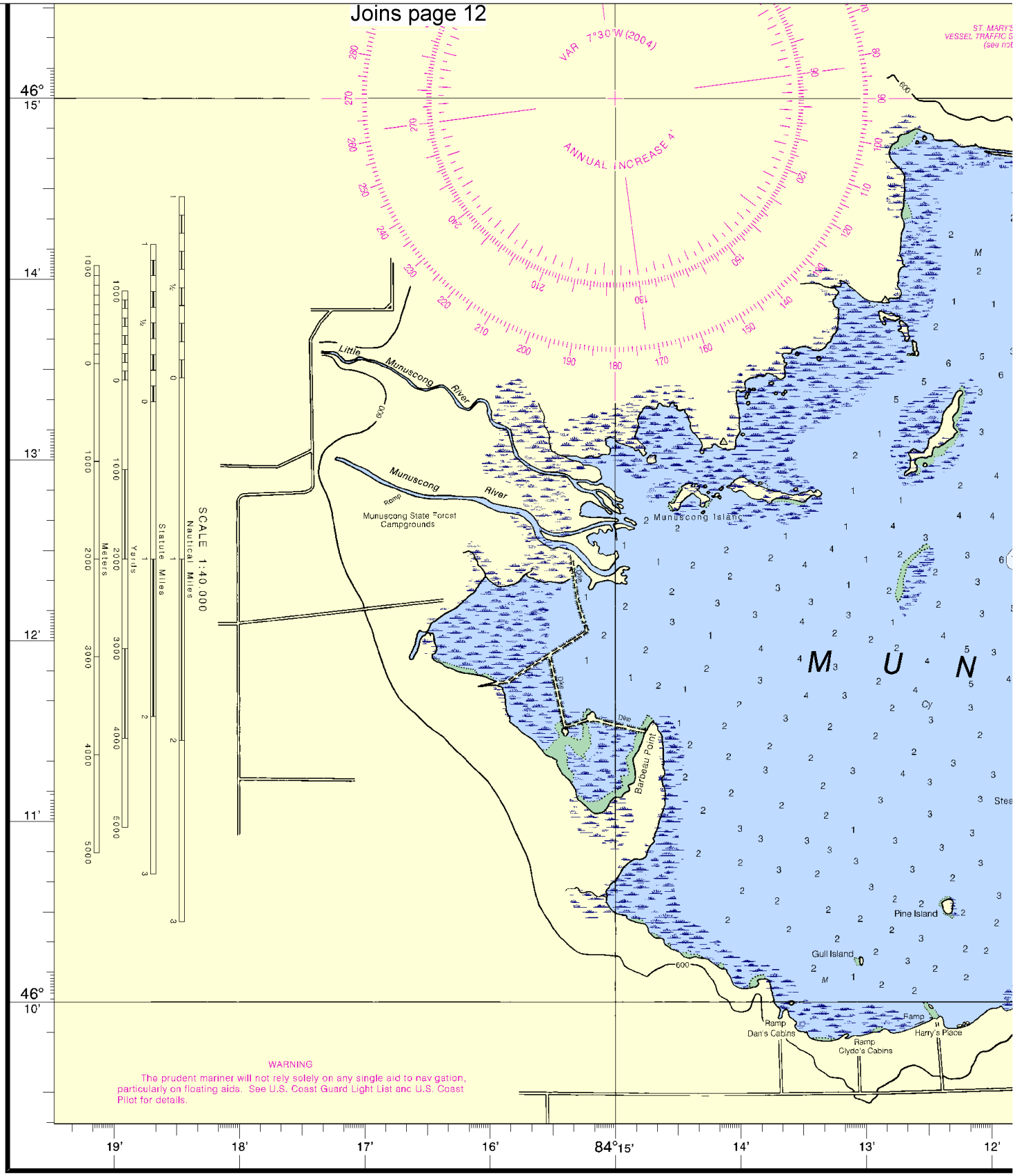
See Note on page 5.


Joins page 9
Joins page 14
Joins page 17
NO-DISCHARGE ZONE
(see note Z)
SHINGLE
UPBOUND CHANNELS
Duck Lake
Neebish
Indian Point
EAST NEEBISH
ISLAND
Sankey I
Maskinonge Bay
Homestead
Gil Nelson's Resort
Gaffney I
Middle Neebish Channel
COURSE 6
Harwood Point Ranges
Harwood Point
Maskinonge (Pine) Island
Duval I
Cambria Bank
Empire Ledge
Bowen
Lower Nicolet Ranges
ST. MARY'S RIVER
VESSEL TRAFFIC SERVICES AREA
(see note D)
Stribling Point
Stribling Point Ranges
Boulanger Point
Shoal I
Leonard Reef
Hen I
Chicken Islands
SPOIL AREA
Munuscong Channel
PROJECT DEPTH 21 FT
COURSE 7
Kerby I
Mc GREGOR
Green Point
Field Point
SILO
N E E B I S H
I S L A N D
Point of Woods Range
Coyle Point
Reed Point
Mirre Point
Dark Hole Ranges
Sailors Encampment Ranges
COURSE 8
Johnson Point
Rains Wharf Range
ROCK CUT
LOWER LEADING LT
F 29ft 15 St M
Sawmill Point


Joins page 10
Joins page 13
Joins page 18
Duck Lake
Neebish
Indian Point
EAST NEEBISH ISLAND
Homestead
Gill Nelson's Resort
Ramp
Middle Neebish Channel
COURSE 6
Harwood Point Ranges
NO-DISCHARGE ZONE
(see note Z)
ST. MARY'S RIVER
VESSEL TRAFFIC SERVICES AREA
(see note D)
Stribling Point
Stribling Point Ranges
Chicken Islands
COURSE 7
Field Point
Green Point
Point of Woods Range
Coyle Point
Reed Point
Mirre Point
Dark Hole Ranges
COURSE 8
Johnson Point
Rains Wharf Range
Sailors Encampment Ranges
Maskinonge Bay
Long Point
Gaffney I
Sankey I
Watson I
Forshaw I
Buval I
Empire Ledge
Cambria Bay
Boulanger Point
Bowen
Mayo I
Neyland I
Almon I
Horse I
Shoal I
Leonard Reef
Kerby I
Mc GREGOR BAY
Hattie Island
Toolie I
Richards Landing
Courtney Marina
Richards Landing Marina
Whitestone Reef
Nanton Reef
Ross Shoal
Chicora Shoal
SILO
FIXED BRIDGE VERT CL 5 FT (REP)
BISHOP AND ST JOSEPH
Printed at reduced scale.
SCALE 1:40,000
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000
See Note on page 5.
North


Joins page 11
ANNUAL INCREASE
Desbarats
P O
C P Rail
Desbarats River
OVHD CAB
Suicide Creek
Anderson Creek
Langstaff Marine Ltd
Kensington Point
OVHD CAB CL 30 FT
Lasher I
Davy I
Mink Point
Walker I
Hurt Rk
Coatsworth I
Dawson Island
Poole I
Mc Queen I
Boswell I
McNab I
Graveyard Point
Agate I
Portlock Island
Cannonite Rock
W SISTER RK LT
Fl 4s 36ft
Plummer Island
Plummer Bank
Canoe Point
Woodward Point
Bamageseck Bay
Desjardins Bay
CAMPEMENT D'OURS ISLAND
Killaly Point
Picture Island
Copper I
Sapper I
Colter
Montague
Munroe I
Wilson Channel Range
Quebec Bay
Pasture Point
Finlay Point
Daniel Shoal
McLennan Rock
McAllister Reef
Russeau I
Chicken Point
Parkinson Rock
Hunhug Point
FIXED BRIDGE VERT CL 12 FT
FIXED BRIDGE VERT CL 15 FT
FIXED BRIDGE VERT CL 7 FT
CHANNEL
548
700
600
CONTINUED ON CANADIAN CHART 2250
21'
46° 20'
19'
17'
16'
46° 15'
O S E P H I S L A N D
O N T A R I O
Joins page 19

Joins page 12



43rd Ed., Jan./04 ■ Corrected through NM Dec. 27/03
Corrected through LNM Dec. 9/03

14883

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN F

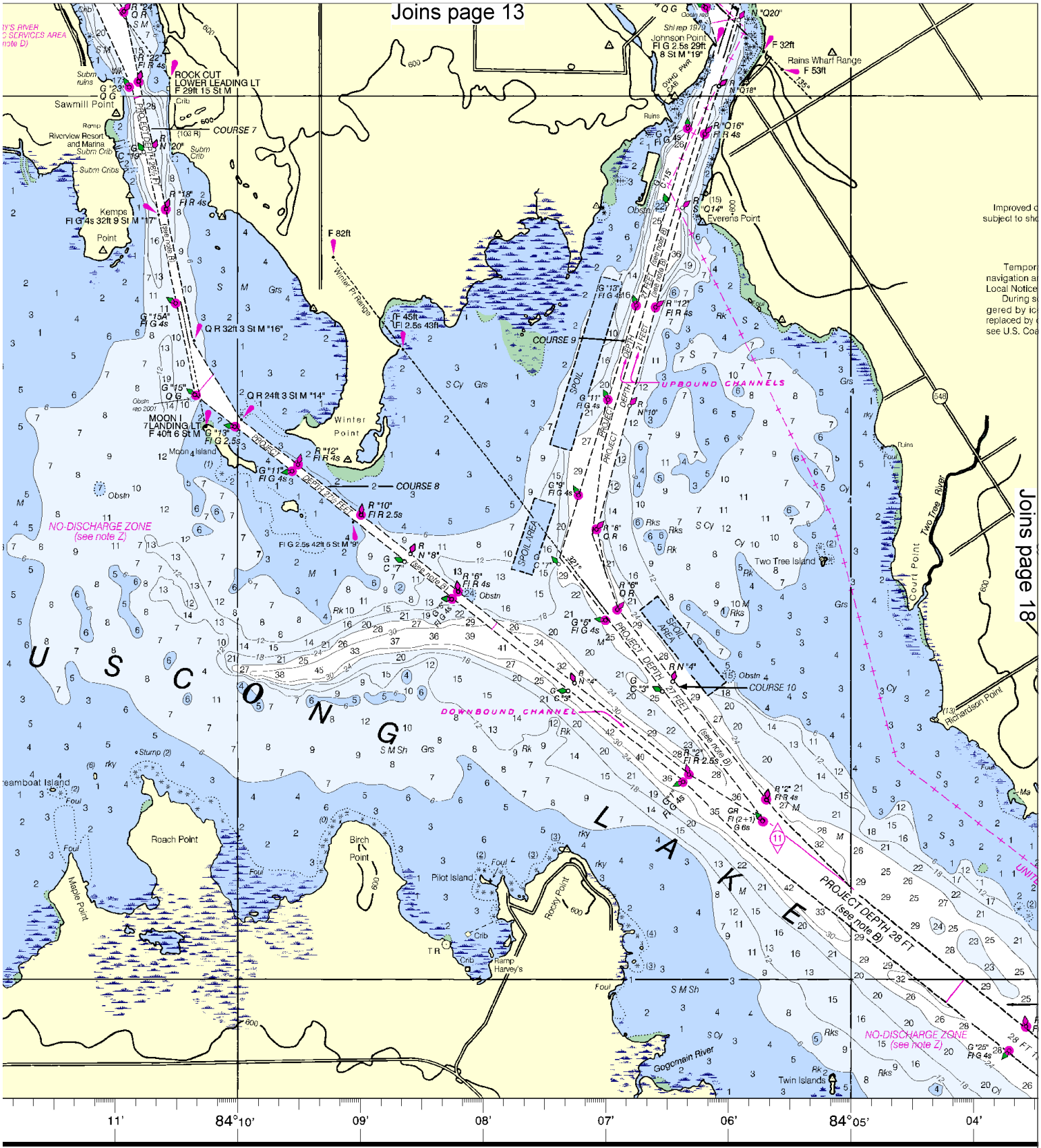
16

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000



FEET

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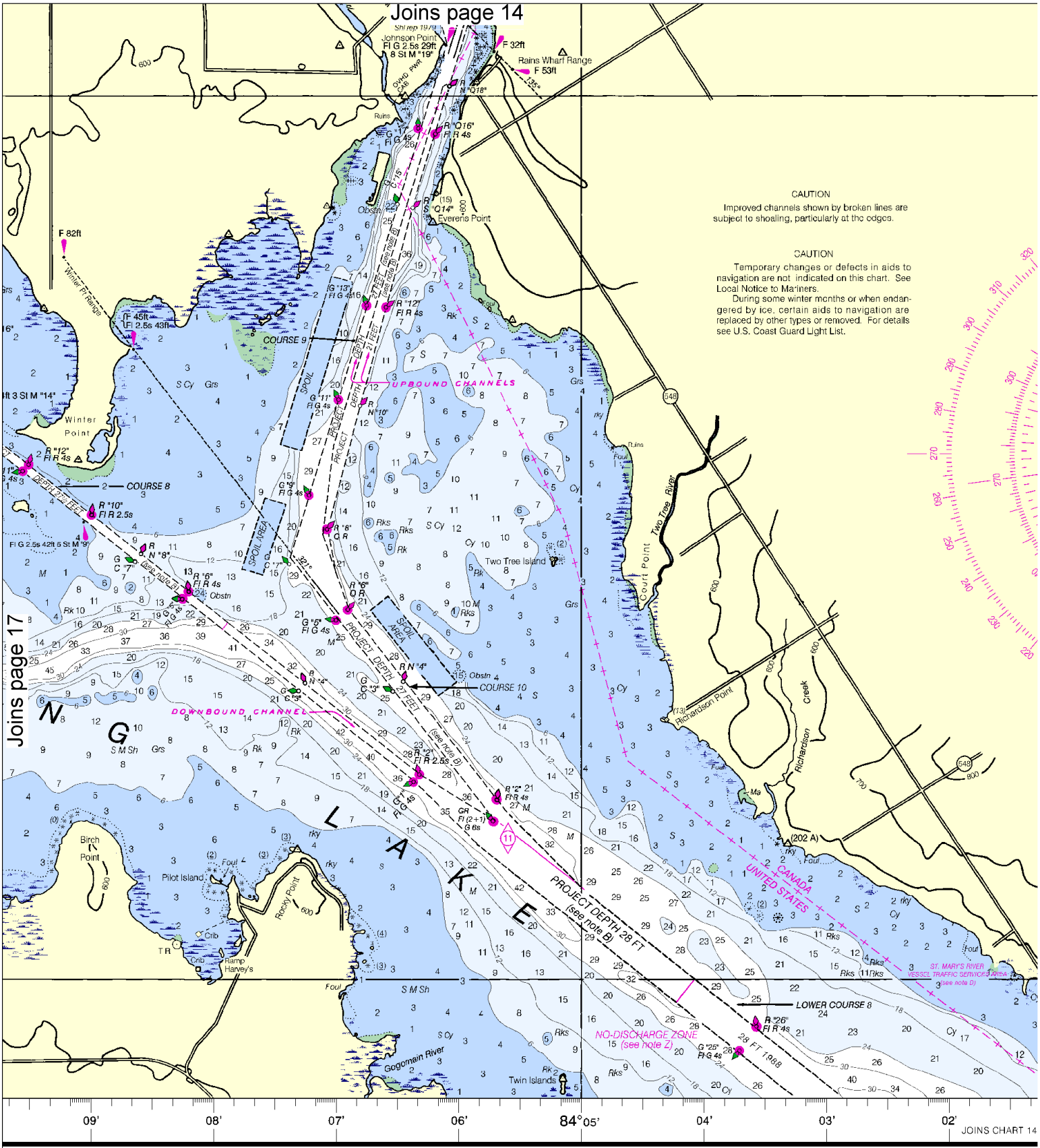
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

North

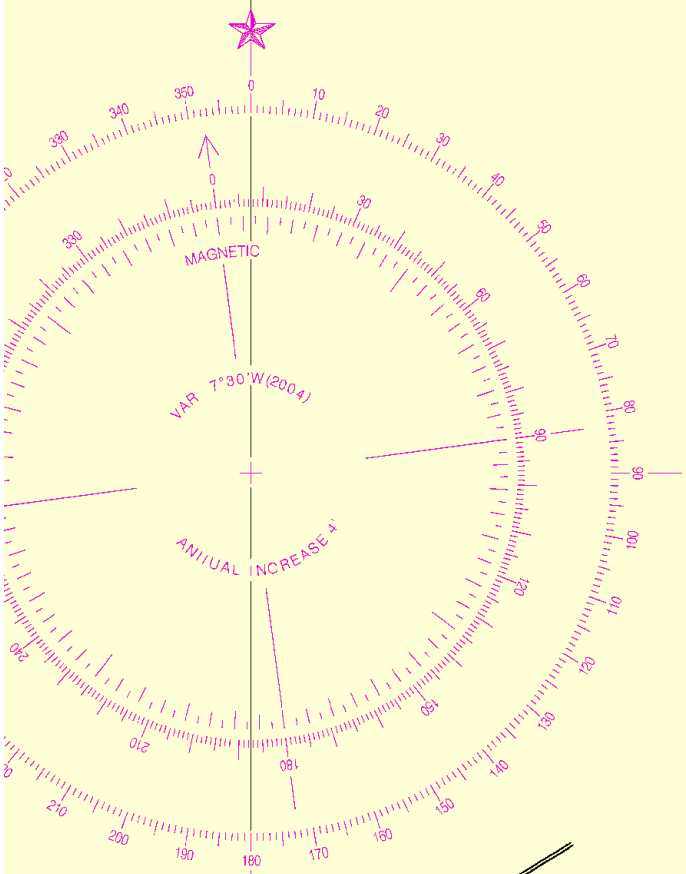
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

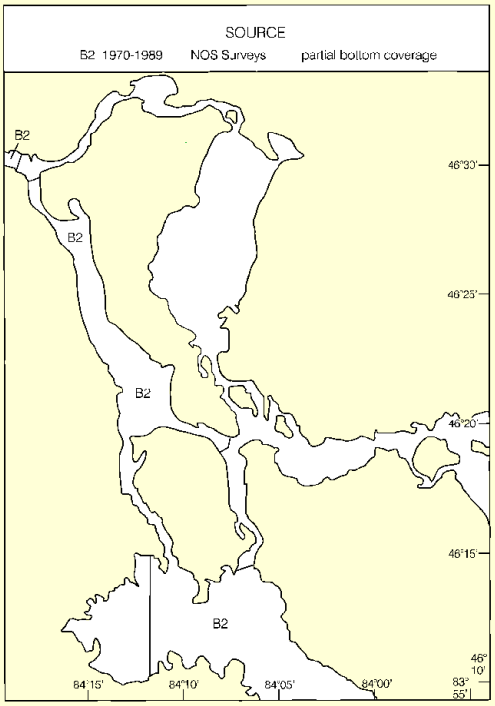
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 15

ONTARIO





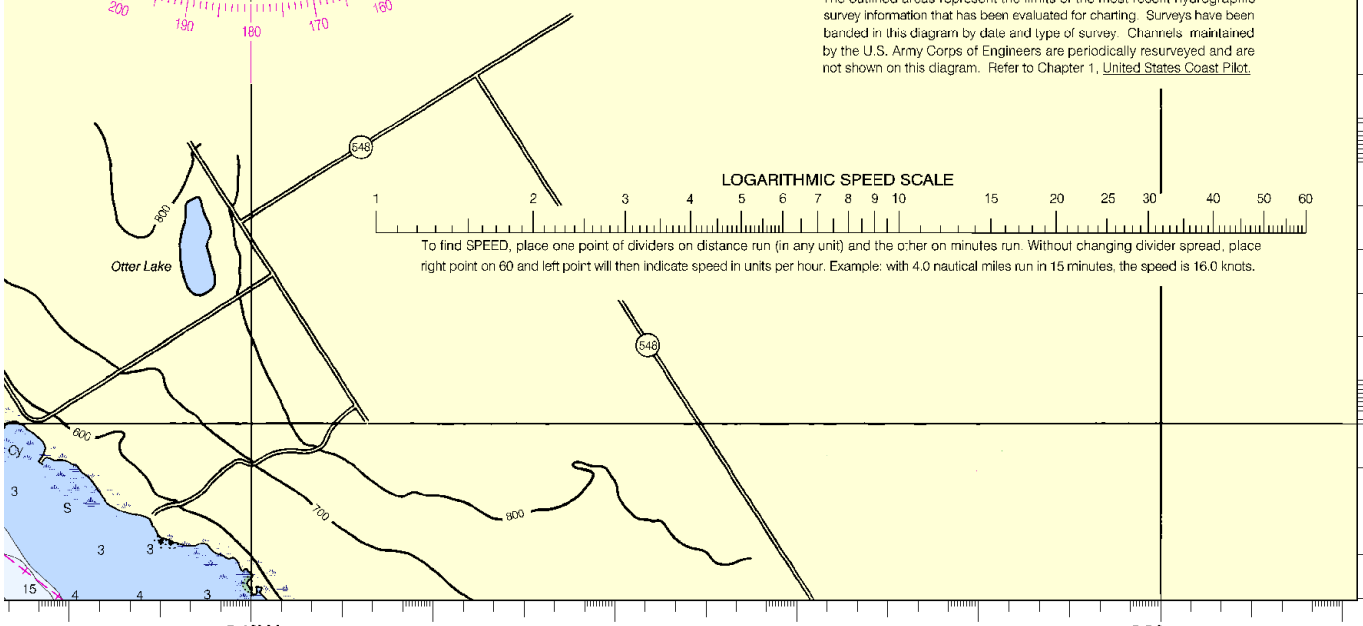
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



46° 15'
14'
13'
12'
11'
46° 10'

01' 84°W 59' 58' 57' 56' 83°55' 54'

14882

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

St Marys River

SOUNDINGS IN FEET - SCALE 1:40,000

14883

ED NO. 43

NSN 7642014010686 NGA REFERENCE NO. 14XHA14883

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard S & R (Sault Ste Marie) – 906-635-3236
Canadian Coast Guard (RCC Trenton) – 1-800-267-7270 or 613-965-3870

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.